

Chapter Seven

Transportation

This chapter is based on the land use element as established in this plan. King County envisions a future transportation system that supports the regional land use strategy, which seeks to focus ~~((most))~~ growth into urbanized areas. King County's transportation goals are to:

- Provide a safe and efficient transportation system that supports peoples' mobility needs with a variety of transportation choices;
- Connect all modes of transportation to form an integrated, balanced system;
- Strengthen the region's economy by moving people and goods efficiently;
- Encourage healthful transportation choices by increasing the availability and improving the comfort and attractiveness of taking transit, ridesharing, walking, and bicycling;
- Give individuals and families a range of affordable transportation options; and
- ~~((Minimize transportation's))~~ Reduce greenhouse gas emissions from transportation sources, and minimize other transportation-related adverse effects on the environment.

A. Consistency with Plans

This chapter is consistent with and meets the requirements of regional and countywide plans and policies that respond to growth management legislation. The Countywide Planning Policies (CPP) have been used to guide the development of the transportation element and to ensure consistency with plans and programs developed by adjacent jurisdictions.

Regional direction for the transportation element is set by the Metropolitan Transportation Plan ~~((Destination 2030))~~ (MTP), developed by the Puget Sound Regional Council (PSRC). The ~~((Metropolitan Transportation Plan))~~ MTP is consistent with the region's urban growth strategy ~~((Vision 2020))~~, also developed by the PSRC.

~~((As a countywide transportation service provider,))~~ King County establishes policy for ~~((transit))~~ Metro Transit and for the unincorporated area road system and associated uses. General and long-range policy ~~((shall be))~~ is established for the road system in the King County Comprehensive Plan and for transit in the ~~((Transit Long-Range Policy Framework))~~ Comprehensive Plan for Public Transportation. The ~~((Six-Year Transit Development Plan))~~ Strategic Plan for Public Transportation and the ~~((six-year capital improvement program for roads shall also be prepared))~~ roads Capital Improvement Program (CIP) are consistent with these primary policy documents.

[Moved and amended from Policy T-101.]

King County ~~((should identify))~~ identifies improvements and strategies needed to carry out the land use vision and meet the level-of-service requirements for transportation. Road improvements ~~((should be))~~ are guided by the Roads Strategic Plan and prioritized in the Transportation Needs Report (TNR) and roads CIP. Public transportation projects ~~((should be))~~ are identified in the improvement program of the Transit Capital Budget and the ~~((Six-Year Transit Development Plan))~~ Strategic Plan for Public Transportation, and the ~~((Long-Range Policy Framework for Public Transportation))~~ Comprehensive Plan for Public Transportation.

[Amended and moved from Policy T-103.]

The framework and direction for the development of comprehensive plans ~~((is))~~ are provided by growth management legislation. The transportation element of the King County Comprehensive Plan is consistent with and meets the requirements of growth management legislation.

B. Requirements of the Transportation Element

[Entire subsection amended and moved from the last section of this chapter]

Specific requirements for the transportation element are found at RCW 36.70A.070(6)(a). The transportation element of the King County Comprehensive Plan meets those requirements as follows:

- **Land Use Assumptions** – The transportation element ~~((uses))~~ is based on the same population and employment growth targets ~~((as the entire comprehensive plan. These targets are))~~ provided in Chapter Two of the Plan and in Technical Appendix C. ~~((These regionally-adopted growth targets have been used in developing the travel demand forecasts for the comprehensive plan and in the development of the Transportation Needs Report. The Six-Year Roads Capital Improvement Program is derived from the Transportation Needs Report. This links the transportation plan with growth targets for households and employment.))~~
- **Estimated Traffic Impacts to State-Owned Facilities** – Both the ~~((King County Comprehensive Plan))~~ KCCP and the analysis conducted for the Transportation Concurrency Management program include state facilities. Both use standard transportation analysis techniques.
- **An Inventory of Transportation Facilities and Services** – The inventory is provided in Appendix C. As required by growth management legislation, it includes air, water, and ground transportation facilities and services as well as transit alignments and general aviation airport facilities. It includes both county-owned and state-owned transportation facilities within the county's boundaries.
- **Level of Service Standards Including Standards for State Routes** – King County has adopted urban and rural area level of service standards for its Transportation Concurrency Management Program. ~~((The standards consist of Transportation Adequacy Measure (TAM) and Travel Time measures to determine if proposed nonresidential developments and concurrency zones for proposed residential developments meet these standards. The TAM is used to judge the performance of the county's road system. Travel time is used to judge the performance of monitored corridors and critical road segments within the monitored corridors.~~
- ~~State routes, except for highways of statewide significance and state routes with HOV lanes, are included in the TAM calculation. Portions of six state routes that are regionally significant state highways are included in the county's list of monitored corridors))~~
- **Actions to Bring Facilities into Compliance** – King County's traffic impact analyses and other planning processes have identified needed projects. These projects are listed in the Transportation Needs Report that is adopted by reference along with the KCCP. The Roads Strategic Plan and the ~~((six-year Capital Improvement Program))~~ Roads CIP identify specific projects, strategies, and actions to address transportation needs.
- **Traffic Forecasts for at Least Ten Years** – Travel forecasts were developed for the year 2022~~((See Section II and Appendix C for more information on forecasts.))~~ and are included in Technical Appendix C.
- **State and Local Transportation Needs to Meet Current and Future Demands** – ~~((King County will be in compliance with this new GMA requirement by the December 31, 2000, deadline.))~~ The ~~((Transportation Needs Report))~~ TNR, ~~((six-year roads and transit development plans, and capital improvement programs))~~ Roads CIP and Strategic Plan for Public Transportation are the elements of the ~~((King County Comprehensive Plan))~~ KCCP that address the GMA requirement of

identifying state and local system needs to meet current and future demand. State and local transportation networks are included in the travel demand forecasts provided in Technical Appendix C.

- **Analysis of Funding Capability** – A financial analysis is included in the ~~((Transportation Needs Report))~~TNR, which is adopted as an element of the plan. More information on the financial analysis is provided in Section IV A.
- **Intergovernmental Coordination** – See Section V for a discussion of coordination.
- **Transportation Demand Management** – King County includes demand management strategies in its policies, codes and project implementation as well as providing support for others through its transit, rideshare, and market strategies. See Section III. D.
- **Nonmotorized Transportation** – King County's pedestrian and bicycle component includes collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. Section III. C.
- **Concurrency** – The concurrency program is described in Section ~~((II-E))~~II.D. of this plan.
- **Consistency of Plans**--The comprehensive plan is consistent with the ~~((Metropolitan Transportation Plan))~~MTP, the regional transportation plan for the four-county region. The ~~((Puget Sound Regional Council))~~PSRC reviews the plan for consistency and has previously certified the ~~((King County Comprehensive Plan))~~KCCP and also its amendments. In addition the comprehensive plan policies have been reviewed by other jurisdictions within King County. The comprehensive plan provides policy direction for the development of the county's 6-year functional plans.

C. Components of the Transportation Element

The Transportation Element of this plan is comprised of ~~((five major components.))~~ the:

1. ~~((The first is the))~~ Transportation chapter, which includes the narrative and policy language.
2. ~~((The second is))~~ Technical Appendix C of this Plan, which contains the Land Use and Travel Forecast Technical Report, the Arterial Functional Classification Map, and a transportation inventory.
3. ~~((The third includes the))~~ Transportation Needs Report, which ~~((is adopted herein by reference and))~~ contains a ~~((20))~~multi-year financial forecast and a ~~((20))~~multi-year list of transportation needs, and the roads ~~((Capital Improvement Program))~~CIP, both of which ~~((is also))~~ are adopted herein by reference.
4. ~~((The fourth is the Long-Range Transit Development Plan and the Six-Year Transit Development Plan and))~~Comprehensive Plan for Public Transportation, the Strategic Plan for Public Transportation, and the Transit Capital Improvement Program, which are ~~((also))~~ adopted herein by reference.
5. ~~((The fifth and last component is the concurrency))~~Concurrency regulation, which implements the concurrency requirements and is codified at King County Code ~~((chapters 14.65 through 14.70))~~Title 14.

I. System and Services

~~((A. Countywide Transportation Service Provider))~~

~~((King County provides countywide transit service and builds and maintains arterials of countywide and regional significance within unincorporated King County.))~~ King County plays a unique role in the regional transportation sector accommodating a variety of non-motorized, motorized and air transportation needs and providing services and facilities ranging from local to international. The county has responsibility for the unincorporated area local road network as well as portions of the countywide and regional arterial systems located in unincorporated King County. It provides transit facilities and services throughout the county, including within cities. There are three public use general aviation airports in unincorporated King County including King County International Airport (KCIA) which is owned, operated and maintained by the county. In addition, King County ~~((also provides))~~ contracts with a number of cities to provide road-related transportation services ~~((to a number of King County cities))~~.

~~((The Growth Management Act fundamentally changed the way King County carries out comprehensive planning, placing special emphasis on transportation by making it unlawful to approve development that fails to meet the test of concurrency. Future development is constrained by King County's ability to finance needed transportation facilities or programs. To limit sprawl, create the desired urban form, and provide some measure of predictability, King County will support comprehensive plan policies by focusing resources in the most efficient and cost effective way.))~~

~~((As a countywide transportation service provider, King County will maintain Metro Transit's public transportation services and work with Sound Transit and other transit agencies to provide seamless, multimodal transit services. King County will cooperate with other local governments and the Washington State Department of Transportation to implement the Regional Arterial Network, improve freight mobility and carry out strategies to maintain the efficiency of freeways and arterials in the region.))~~

[Moved and amended in Section V]

~~((In the unincorporated Urban Area, King County will complete the roadway network, add sidewalks, bike lanes and transit facilities as appropriate, and maintain the transportation infrastructure to allow denser development to occur. In the Rural Area, King County will emphasize maintenance and safety rather than increased traffic capacity.))~~

~~((King County International Airport/Boeing Field (KCIA) is an essential element of the county and region's multimodal transportation system. The airport is also a significant employment center and supports over 150 aviation-related businesses including the Boeing Company. The airport is a port of entry for international flights and serves regional air carriers, national and regional cargo carriers, corporate aviation, and general aviation aircraft. KCIA is a regulated facility under Federal Aviation Regulation Part 139 of the Federal Aviation Administration (FAA) Code of Federal Regulation (CFR).))~~

[Moved to end of section]

The transportation system ~~((should include))~~ is comprised of the following elements:

- a. Freeways, arterial streets and local/neighborhood streets;
- b. Bridges
- ~~((b-))~~ c. Local and express bus transit and paratransit services, including Americans with Disabilities Act (ADA) service programs;
- ~~((c-))~~ d. High-capacity transit;
- ~~((d-))~~ e. High-occupancy-vehicle lanes and ridesharing facilities;
- ~~((e-))~~ f. Demand and system management programs;
- ~~((f-))~~ g. Facilities and programs for pedestrians, bicycles and equestrians;
- ~~((g-))~~ h. Facilities to accommodate freight and goods movement, including railroads, intermodal yards and distribution centers;
- ~~((h-))~~ i. Airports; ~~((and))~~
- ~~((i-))~~ j. Marine transportation facilities and navigable waterways; and
- k. Intelligent transportation facilities and technology.

[Moved and amended from Policy T-204]

~~((T-101 — As a countywide transportation service provider, King County establishes policy for transit and for the unincorporated area road system. General and long-range policy shall be established for the road system in the King County Comprehensive Plan and for transit in the Transit Long-Range Policy Framework. The Six-Year Transit Development Plan and the six-year capital improvement program for roads shall also be prepared consistent with these primary policy documents.))~~

[Moved and amended into introductory text in Subsection A]

~~((T-102 — In addition to involving the general public, transportation plans including any update to the Roads Strategic Plan shall be completed with timely input from the unincorporated area councils and the subarea transportation forums, among other bodies.))~~

[Moved to Section V]

~~((T-103 — King County should identify improvements and strategies needed to carry out the land use vision and meet the level-of-service requirements for transportation. Road improvements should be guided by the Roads Strategic Plan and prioritized in the Transportation Needs Report and Roads Capital Improvement Program. Public transportation projects should be identified in the improvement program of the Transit Capital Budget and the Six-Year Transit Development Plan, and the Long-Range Policy Framework for Public Transportation.))~~

[Moved to introductory text in Subsection A]

~~((T-104 — King County International Airport shall plan, design, and implement services, programs, and facilities in compliance with Federal Aviation Administration regulatory requirements to support a safe, secure, and efficient global aerospace system.))~~

[Moved to end of this section]

~~((T-105 — King County should develop a long-range financial component that generally evaluates and describes funding sources and strategies to carry out the transportation element. An annual six-year financial plan should be prepared that considers transportation priorities and is used in developing the Capital Improvement Program.))~~

[Moved to Section IV]

~~((B.))~~ A. Public Transportation

King County Metro Transit provides bus and van service, ridesharing, paratransit, employer programs and other custom services in cities and unincorporated areas. One of King County's missions is to increase transit ridership by providing the best possible public transportation service, thereby improving regional mobility and the quality of life in King County. To achieve this mission, King County works with other local governments and communities, including Sound Transit, to provide an integrated network of public transportation services.

~~((A major redesign of the King County Metro Transit system was successfully implemented between 1996 and 1999. As a result, Metro Transit now offers more connections between employment centers and suburban activity centers. New partnerships with employers have also led to greater use of transit, carpools and vanpools to ease congestion during commute hours.))~~ The ~~((Six-Year Transit Development))~~ Strategic Plan for Public Transportation~~((, 2002-2007,))~~ guides Metro Transit operations and capital investments. The plan focuses on the development of public transit service and facilities consistent with land use goals of this comprehensive plan, the Growth Management Act and the King County Countywide Planning Policies. Important issues for the ~~((Six-Year Transit Development Plan))~~ plan include: the coordination of transit and roadway improvements along arterials that cross more than one jurisdiction to improve traffic flow throughout the county~~((;))~~, the coordination of regional transit

services in the three-county area served by Sound Transit and its partner transit systems~~((;))~~₁ and the improvement of intermodal connections.

Metro Transit offers a network of two-way, all-day core connections between employment and activity centers. New partnerships with employers have also led to greater use of transit, carpools, and vanpools to ease congestion during commute hours. The Transit Now program passed by voters in 2006 will increase service on core connections, implement five “RapidRide” bus rapid transit lines, add service in developing areas, and enhance partnership programs by providing a service hour match for public/private partnership investments in service or improvements to transit speed and reliability.

1. ~~((Regional))~~ Coordination

Bus, rail, and ferry transit services cross county boundaries~~((;))~~ providing the critical transportation links on which our regional economy depends. In addition, ~~((all of our))~~ transit services depend on convenient connections to ~~((our roadway))~~ roads, highways, and nonmotorized systems. As the region ~~((continues to grow))~~ grows, transit routes and schedules must be coordinated ~~((between))~~ among agencies and modes so transit ~~((will be))~~ is a viable and convenient option for ~~((our citizens and visitors))~~ people traveling in King County. It is also imperative ~~((that))~~ King County seek input from a broad spectrum of county residents and businesses to ~~((ensure that))~~ identify needs and provide services to meet ~~((citizen))~~ those needs.

T-106 King County should work collaboratively with governments and communities to implement a locally based, regionally linked network of public transportation services and facilities addressing regional, inter-community, and local service needs. King County should actively develop, implement, and promote ~~((nonconventional))~~ innovative public transportation options as a part of that system.

T-107 Functional transportation plans should be coordinated with other related transportation plans and programs of other jurisdictions and may include coordinated funding arrangements to maximize the effectiveness of available resources.

T-108 King County should work with the Washington State Department of Transportation, Kitsap County, and other entities offering passenger ferry services to ensure that service and capital plans for ferries are consistent with transit service plans and goals. King County should encourage additional passenger-only ferry services to enhance the county’s multimodal transportation network for both commute and recreational trips.

2. ~~((Transit))~~ Infrastructure

King County’s transit infrastructure and service investments are developed to meet regional, inter-community, and local travel needs throughout the county. The policy framework used to make these investments must balance comprehensive plan requirements, regional cooperation, funding constraints, and community needs.

T-109 In areas where transit services and ridership demand warrant, the county should invest in transit supportive facilities consistent with the capital and service strategies in the ~~((Six-Year Transit Development Plan))~~ Strategic Plan for Public Transportation.

3. ~~((Linking Transit and Land Use))~~ Transit-Supportive Land Use

To support transit ridership throughout the county, King County ~~((encourages))~~ has established land use policies that link denser development with transit service. It costs more to provide transit service in low-

density, single-use communities. In denser, mixed-use communities like downtown Seattle, Belltown, and downtown Bellevue and Renton, transit routes have higher ridership and recover a higher percentage of their operating costs than lower density areas, allowing for more frequent service. Transit-oriented development (TOD) and transit centers in transit corridors can provide similar benefits.

- T-110** **King County and local cities should adopt transit supportive road design standards, site access guidelines and land use regulations to promote transit use, high-density development, mixed uses and reduced parking in the Urban Growth Area. Site design should stress connectivity with adjacent neighborhoods and other land uses via transit, pedestrian and other nonmotorized facilities.**
- T-111** **Transit centers and park-and-ride lots should include safe and convenient access for buses, high-occupancy vehicles, pedestrians and bicycles to minimize conflicts with other traffic. Mixed land uses should be encouraged at transit centers and park-and-ride lots to meet passenger and commuter needs and reduce vehicle trips. Park-and-ride facilities should be designed with consideration of the most efficient use of land.**
- T-112** **King County supports transit-oriented development in transit corridors. King County shall encourage public/private partnerships to propose opportunities for joint transit-oriented development that includes multi-family housing and promotes the pedestrian-friendly character of adjacent properties. Such developments should provide priority access for transit, pedestrians, bicyclists, car and van pools and other alternatives to single-occupant vehicles.**

B. Arterial and Street System

~~((King County's))~~The transportation system in King County relies heavily on freeways and arterials to move people and goods. As federal and state highways become more congested, efficient operation of the regional arterials, some of which are owned and operated by King County, has become more important. The management of this arterial system is now a central part of King County's efforts to sustain the region's livability and economic health. King County uses advanced information processing, communications, sensing, and control technologies to facilitate management of the arterial system.

The freeway and arterial system that is most crucial to the movement of people and goods is included in the Metropolitan Transportation System(MTS)~~((and Regional Arterial Network (RAN)))~~. The MTS is the system for the four-county region and is documented in PSRC's ~~((Destination 2030))~~ MTP. ~~((RAN is an integrated system of roadways that are critical for the movement of people and goods in King County. The RAN approach encompasses growth management and capital investment strategies for improved mobility between urban centers. Since many RAN corridors pass through multiple jurisdictions, RAN stresses a regional, multimodal approach to coordinate improvements such as transit enhancements, additional capacity, traffic signals timed for maximum mobility, and high-occupancy vehicle lanes for buses and carpools. Together the MTS and RAN comprise a very important, high capacity system for moving people and goods.))~~

Freight mobility is critical to King County's economy and western Washington's role as a major national and international trading region. King County ~~((should support))~~ supports efforts to plan and create a fast, reliable freight transportation system in the region. To maintain the region's competitive edge, our transportation infrastructure must provide for the efficient movement of goods and freight to and from our port and industrial areas balanced with the needs of general purpose and high occupancy vehicle traffic.

- T-112a** **The King County Department of Transportation has primary responsibility for development and maintenance of transportation facilities in public rights of way. Other right of way users must coordinate with the department regarding schedules for projects, maintenance and other activities affecting the right of way.**

- T-112b** To the extent practicable, future expansion or redevelopment of the County's road stormwater infrastructure should mimic the natural drainage system or preserve the ability to create such a system in the future
- T-113** King County shall be a regional proponent for freight planning and mobility projects and actions that result in a reliable, continuous, and efficient freight transportation system. The county should identify and support opportunities to create financial partnerships to achieve these goals.
- T-114** King County should work with other jurisdictions, the public and the private sector to identify and develop major transportation projects, including traffic operations and safety-related projects that improve freight mobility on the arterial system.
(~~This work shall be coordinated with local jurisdictions, other counties or regional agencies, the state, ports, and the private sector.~~)

~~((D. — Transportation Demand Management~~

~~[Except as otherwise noted, entire subsection moved to Section III.D.]~~

~~To sustain and enhance regional mobility, King County should be a leader in implementing programs and land use measures that encourage people and businesses to reduce single-occupant vehicle trips. Transportation Demand Management (TDM) covers a broad range of efforts to reduce single-occupant vehicle travel including telecommuting, congestion pricing, parking management, nonmotorized travel, site design standards, public information, ridesharing, public transportation, joint use of parking facilities, and park and ride and other intermodal transfer facilities. Transportation demand management contributes to successful implementation of new private and public development, concurrency, the regional arterial network, and other transit and road investments such as High Occupancy Toll (HOT) lanes, High Occupancy Vehicle (HOV) lanes, and Intelligent Traffic Systems (ITS).)~~

- ~~((T-115 — Transportation Demand Management (TDM) strategies should be used to promote travel efficiency and energy conservation and reduce the adverse environmental impacts of the transportation system. These strategies should include commute trip reduction, demand management and system management. TDM measures may include telecommuting, congestion pricing, parking management, nonmotorized travel, site design standards, public information, ridesharing, public transportation, joint use of parking facilities, and park and ride and other intermodal transfer facilities.))~~
- ~~((T-116 — Transportation demand and system management strategies beyond those adopted as county regulation may be considered as one of a menu of measures to mitigate for traffic impacts of proposed development. Transportation demand and system management strategies, as well as other mitigation requirements may be imposed on new development as mandatory mitigation measures as necessary to meet the requirements for mitigation of impacts pursuant to the State Environmental Policy Act and the State Subdivision Act.))~~
- ~~((T-117 — Management of employee parking, such as the provision of preferred parking for high-occupancy vehicles and bicycle parking, should be used to support alternatives to commuting by single-occupant vehicles. Employers should consider the accessibility to adequate public transportation and high-occupancy vehicle facilities and services when developing site and parking plans.))~~

~~((T-118 King County should participate financially in efforts to implement Transportation Demand Management strategies, including policies developed through regional consensus and adopted by the county. To this end, the county shall identify funds to implement transportation demand management strategies, public education/information, research and planning.))~~

~~((T-119 King County should work with the Washington State Department of Transportation, Puget Sound Regional Council, and cities to develop and implement a regional policy on appropriate applications of transportation pricing strategies that reflect the higher cost of peak-hour automobile usage.))~~

[Moved to Section III.E.]

~~((T-120 King County should work with the cities and other affected agencies to develop a regional parking strategy. This strategy should be consistent with regional and local transportation plans. King County should encourage shared parking facilities in areas where high-density, mixed-use development is planned and where walking is convenient for short trips. This strategy should include establishing minimum and maximum parking ratios.))~~

[Moved to Section V]

C. Air Transportation

King County International Airport(~~/Boeing Field~~) (KCIA), also known as Boeing Field, is ~~((an essential element of the county and region's multimodal transportation system))~~ a regulated facility under Federal Aviation Regulation Part 139 of the Federal Aviation Administration (FAA) Code of Federal Regulation (CFR). King County plans, designs, and implements services, programs, and facilities for the KCIA in compliance with FAA regulatory requirements to support a safe, secure, and efficient international aerospace system. The airport is also a significant employment center and supports over 150 aviation-related businesses including the Boeing Company. The airport is a port-of-entry for international flights and serves regional air carriers, national and regional cargo carriers, corporate aviation, and general aviation. KCIA is a regulated facility under Federal Aviation Regulation Part 139 of the Federal Aviation Administration (FAA) Code of Federal Regulation (CFR).

Additionally, state-regulated airports that must comply with FAA regulations are located in unincorporated King County. These include Banderra and Skykomish airports. King County has only land use regulatory authority for these facilities.

T-104 King County ~~((International Airport))~~ shall plan, design, and implement services, programs, and facilities for the King County International Airport in compliance with Federal Aviation Administration regulatory requirements to support a safe, secure, and efficient global aerospace system.

II. Linking Transportation with Growth

A. Land Use

~~((The transportation element is based on adopted targets for household and employment growth to the year 2022. These growth targets have been developed with consensus of the cities and are based on a countywide growth strategy that encourages growth in the urban areas where public facilities exist or can~~

be provided efficiently. The new demands for travel created by such growth could be accommodated consistent with level of service standards, revenue forecasts and the overall King County land use development strategy and vision.))

((The growth targets are the basis of the transportation element and consistent with land capacity and density estimates used to calculate travel demand in the county. Travel demand was used to project the needs for transportation system improvements. The population targets for each area should be considered as minimum growth amounts that may be exceeded under unexpected scenarios of growth and development. The expected growth in housing units includes development proposals that are already in the permitting process, and are termed pipeline development.))

The projections used in transportation element are based on the household and employment growth targets for the year 2022. Cities and the county agree to the growth targets based on a countywide growth strategy focusing growth into urban areas where public facilities exist or can be provided most efficiently. These are areas where it is anticipated growth can be accommodated consistent with LOS standards, revenue forecasts, and the land use vision for King County.

The transportation system in the Urban Growth Area is consistent with urban development policies and growth targets. System improvements support the Urban Land Use Chapter and are prioritized according to the capital and services strategies in the Strategic Plan for Public Transportation and in the TNR.

[Moved and amended from Policy T-205]

HealthScape is King County's initiative to encourage community design promoting healthful transportation choices. King County's transportation system ((should improve the mobility of residents.)) supports this effort by providing greater access to housing, jobs, goods and services, shopping and recreation, all of which ((are characteristic of)) contribute to a high quality of life. Designing highly connected communities with fewer cul de sacs and more intersections supports nonmotorized travel and reduces vehicle miles of travel (VMT). Health benefits derive from greater levels of activity and from reduced air pollution.

((The transportation component of this plan establishes a vital link between land use and the transportation facilities and services needed to support growth. The land use vision established in this plan has been used to develop the transportation policies, needs, financing, and strategies.))

~~((T-201 The transportation system should provide mobility choices for county residents, visitors and businesses in support of Destination 2030, the regional transportation strategy; Vision 2020, the region's urban growth strategy; and the county's land use and development vision, goals and policies.))~~

[Deleted]

T-202 Travel modes should be interconnected to form an integrated, coordinated and balanced multimodal transportation system that serves the travel needs of the county both effectively and efficiently.

T-203 In addition to encouraging transit((,)) and nonmotorized mobility choices((including pedestrian and bicycle travel)), the transportation system ((should))shall address the needs of persons with disabilities per federal and state Americans with Disabilities Act (ADA) requirements. ~~((King County should.))~~The design and operation of transportation infrastructure, facilities and services shall evaluate and ~~((implement, where appropriate, innovative ways to))~~ address these needs~~((in the design and operation of transportation infrastructure, facilities, and services)).~~

~~((T-204 The transportation system should include:~~
a. ~~Freeways, arterial streets and local/neighborhood streets;~~
b. ~~Local and express bus transit and paratransit services, including Americans with Disabilities Act (ADA) service programs;~~

- ~~c. High capacity transit;~~
- ~~d. High occupancy vehicle lanes and ridesharing facilities;~~
- ~~e. Demand and system management programs;~~
- ~~f. Facilities and programs for pedestrians, bicycles and equestrians;~~
- ~~g. Facilities to accommodate freight and goods delivery, including railroads, intermodal yards and distribution centers;~~
- ~~h. Airports; and~~
- ~~i. Marine transportation facilities and navigable waterways.))~~

[Moved and amended in Section I]

~~((T-205 The transportation system in the Urban Growth Area should be consistent with urban development policies and growth targets. System improvements should implement the Urban Land Use Chapter and be prioritized according to the capital and services strategies in the Six-Year Transit Development Plan and the goals, strategies, and actions in the Roads Strategic Plan and should be reflected in the Transportation Needs Report.))~~

[Moved and amended in Section II.A.]

~~((T-206 The transportation system in the Rural Area and Natural Resource Lands should be consistent with their rural/resource character. Projects will be prioritized to address safety, operations, and capacity improvements that correct existing deficiencies or serve development that is already in the permitting process. All projects should emphasize safety, maintenance, and environmental quality.))~~

[Moved and amended in Section III.B.]

T-207 King County shall not construct and shall oppose the construction by other agencies of any new arterials or freeways or any additional arterial or freeway capacity in the Rural Area or Natural Resource Lands except for segments of certain arterials that pass through rural lands to serve the needs of urban areas. Any capacity increases to these urban connector arterials shall be designed to serve mobility and safety needs of the urban population while discouraging development in the surrounding Rural Area or Natural Resource lands.

~~((T-208 King County recognizes the impact to rural area mobility caused by urban connector arterials that traverse the rural area, and should work with state and federal agencies to mitigate these impacts when consistent with adopted transportation policy.))~~

[Moved to Section V]

T-207a Urban connectors should be designed and developed in a way that considers and accommodates adjacent, existing uses without promoting non-rural development outside of the Urban Growth Area.

T-208a Any segment of a county roadway that forms the boundary between the urban growth area and the rural area shall be designed and constructed to urban roadway standards on both sides of such roadway segment.

B. Travel Forecasts

~~((Travel forecasts provide one of the important steps in linking land use and transportation. The land use vision and growth targets for planning areas have been allocated to the county's transportation zone system.))~~Travel demand forecasts are used to project transportation system needs. They provide one of the important links between land use and transportation. The regionally adopted growth targets for the year 2022 have been used to develop the travel demand forecasts for the ~~((comprehensive plan))~~ KCCP and the ~~((Transportation Needs Report))~~ TNR.

The travel forecasting process is based on the PSRC's modeling and forecasting techniques. The land use vision and growth targets ~~((for planning areas))~~ have been allocated to the county's transportation zone system. ~~((This))~~ These projections ~~((provides))~~ provide the level of detail needed ~~((to develop travel forecasts))~~ to analyze future transportation system performance and to identify system improvement needs. ~~((Travel forecasts are based on the regionally adopted household and job growth targets for 2022 for the Urban and Rural Areas. The travel forecasting process is based on the Puget Sound Regional Council's modeling and forecasting techniques.))~~

~~((T-209 — The travel forecasts used to identify transportation improvements/needs shall be prepared consistent with state law and on a schedule that coincides with a major comprehensive plan update as outlined in King County Code.))~~

C. Level of Service Standards

The Growth Management Act ~~((GMA))~~ requires level of service ~~((LOS))~~ standards for all arterials and transit routes to judge performance of the transportation system. The ~~((GMA))~~ Growth Management Act also calls for specific actions and requirements for bringing into compliance facilities or services that are not meeting the adopted ~~((LOS))~~ level of service standard. King County's ~~((LOS))~~ level of service standards comply with growth management policies of encouraging growth in the urban area while restricting growth in the rural area.

Level of service is a qualitative measure that describes traffic flow and is often represented by a system using the letters A through F. Level of service A is the highest quality of service and level of service F is the lowest. Level of service B is indicative of stable traffic flow. However, unlike level of service A, operating speed is beginning to be restricted by other traffic. At level of service E, operation is unstable, and speeds are reduced but will fluctuate widely from point to point. There is little independence of speed selection and maneuverability at level of service E. Level of service F is indicative of forced flow of traffic with extremely low speeds and long delays at intersections.

~~((King County uses two sets of measures to determine whether a proposed development meets the LOS standards. They are an averaging of traffic congestion on roadways in the area and a measure of traffic congestion in an individual corridor. Area wide averaging is used to judge performance of the road system as measured against the adopted LOS standards. An individual corridor measure is used to judge performance of monitored corridors as measured against the adopted LOS standards.))~~

King County recognizes a profound difference between the nature and character of the rural area as compared with the urban area and therefore sets Level Of Service standards to allow less congestion in the rural area. In addition, King County recognizes areas, called Mobility Areas, where land use designations support a greater variety of transportation mode choices. The LOS standards for Mobility Areas are set to recognize these greater choices and support and encourage multimodalism consistent with the findings of HealthScape. The Urban Mobility Areas are the designated commercial Centers. All of the Urban Centers are Mobility Areas.

The Rural Mobility Areas are the rural towns of Vashon, Snoqualmie Pass and Fall City. In addition to the mobility areas certain, large rural neighborhood commercial areas will have a higher LOS standard D consistent with their land use character. The large, rural neighborhood commercial centers are: Cottage Lake, Maple Valley, Preston and Cumberland.

T-210 The level of service ~~((LOS))~~ standard for the Urban Area ~~((and designated Rural Towns))~~ shall be E except as provided in Policy T-212 and T212a. The ~~((LOS))~~ level of service standard for the Rural Area shall be B except as provided in Policy T-212, T212a, and 212b. These standards shall be used in concurrency testing.

- ~~((T-211 In Potential Annexation Areas where King County has a preannexation agreement with the annexing city, the county will apply the annexing city's adopted level of service (LOS) standard within that Potential Annexation Area.))~~
- T-212 The ~~((LOS))~~ level of service standard for certain minor residential and minor commercial developments, along with certain public and educational facilities, shall be ~~((LOS))~~ level of service F. This standard shall be used in concurrency testing.
- T212a The level of service standard for designated urban mobility areas shall be F. The level of service standard for designated rural mobility areas shall be E.
- T-212b The level of service standards for the largest rural neighborhood commercial centers shall be D.
- T-213 Level of service guidelines for allocating transit service should be developed to be consistent with the ~~((Six-Year Transit Development Plan's))~~ Comprehensive Plan for Public Transportation's ((policy objectives)) policies and objectives. The land use criteria that are used to determine where future transit service is allocated are established in the ~~((Six-Year Transit Development Plan's))~~ Strategic Plan for Public Transportation's service strategies. These Service Strategies provide the framework for identifying the level of service that each community can plan for as the ~~((Six-Year Transit Development Plan's))~~ Strategic Plan for Public Transportation is implemented.

D. Concurrency

The Growth Management Act ~~((GMA))~~ requires local jurisdictions to adopt and enforce ordinances that prohibit development approval if the development causes the level of service ~~((LOS))~~ on identified county arterials or certain state roads to decline below the adopted LOS standards. King County's Transportation Concurrency Management ~~((TCM))~~ program was developed to address the ~~((GMA's))~~ Growth Management Act's concurrency requirement. The ~~((TCM))~~ Transportation Concurrency Management program requires that transportation facilities must be available to carry the traffic of a proposed development at county ~~((LOS))~~ level of service standards, or else the proposed development cannot be approved. The requirements of King County's ~~((TCM))~~ Transportation Concurrency Management program do not apply to transportation facilities designated by the Washington State Department of Transportation (WSDOT) as "highways of statewide significance."

The ~~((TCM))~~ Transportation Concurrency Management program has been designed to meet the following goals:

- Fulfill the requirements of state growth management legislation
- Be simple to understand, easy to implement and administer and transparent to those affected by its processes and regulations
- Include elements of multimodalism
- Encourage growth in urban areas where provision of transportation infrastructure and services is most efficient and economical
- Efficiently integrate concurrency determination into the permit system process and database

~~((T-214 King County's transportation concurrency test shall be a two-part test, involving area-wide averaging of roadway congestion and measuring of congestion in specific roadway corridors.))~~

~~((T-215 A Certificate of Transportation Concurrency confirms that adopted level of service (LOS) standards are met by a proposed nonresidential development or a residential concurrency zone. A certificate of transportation concurrency will be issued only if~~

~~a proposed development or residential concurrency zone passes both parts of the two-part transportation concurrency test.))~~

T-216 To ensure that adopted ~~((LOS))~~ level of service standards are met, transportation improvements or strategies needed to serve new development must be currently in place, or construction for needed improvements must be funded in the adopted Six-Year Capital Improvement Program.

T-216a A concurrency travel shed is a geographic area within unincorporated King County where all development within the travel shed would be likely to use or be affected by traffic on arterials within the travel shed.

T-216b The concurrency program shall include provision for mobility areas within travel sheds. Urban mobility areas shall be defined as areas coinciding with urban commercial centers. Rural Mobility areas shall be defined as unincorporated Rural Towns as designated in the King County Comprehensive Plan.

T-216c The map shall divide the area into travel sheds and shall show areas of unincorporated King County that meet concurrency standards. Any proposed development in areas that are shown on the map to meet concurrency standards will be deemed concurrent.

T-216d The concurrency test shall be based on the level of service on arterials in unincorporated King County using established level of service analysis methodology. The test shall not be applied to designated Highways of Statewide Significance (HSS).

T-216e The concurrency test may include provision of factors for safety, pavement condition and availability of multiple modes of transportation.

~~((E. — Mode Split))~~

[Entire subsection moved and amended into Section III.C.]

~~((“Mode split” means the share of total vehicle traffic by mode — bus, nonmotorized vehicle, carpool, single occupant vehicle, etc. — during a particular time period. Mode split varies by time of day, weekdays vs. weekend, and location. A higher mode split for non-single occupant vehicles, usually during weekday peak periods, means fewer vehicles are needed to carry a given number of people. Mode split is used as a measure of the efficiency of the transportation system.~~

~~Countywide Planning Policy T-10 calls for local jurisdictions to develop mode split goals to established employment centers. Unincorporated King County does not have any established employment centers although cities within King County served by Metro Transit do. As part of the Six-Year Transit Development Plan development, King County coordinates the establishment of mode split goals for cities within the county.~~

~~The Metropolitan Transportation Plan provides policy guidance for determining mode split goals. This chapter is based on the mode split policy guidance provided by that plan.))~~

~~((T-217 — The county should pursue mode split goals through the implementation of policies that support transportation demand management, transit service improvements, and expansion of high-occupancy vehicle programs. The county should recognize and support efforts locally, regionally, and statewide to advance Transportation Demand Management technologies.))~~

E. Impact Mitigation

The State Environmental Policy Act (SEPA) establishes environmental review of project impacts on all elements of the environment including transportation. In addition, the county has a mitigation payment system whereby developments are charged proportionate shares for transportation projects and services needed as a result of growth. King County reviews and conditions developments in conformance with these regulations.

T-303 **Needed rights-of-way, strategies to ~~((reduce))~~ manage transportation demand and off-site improvements should be identified and required as conditions of development approval to the extent that such conditions are directly related to impact mitigation ~~((and will benefit the development))~~.**

[Moved from Section III.A.]

T-307 **King County shall encourage the development of highly connected, grid-based arterial and nonarterial road networks in new developments and areas of in-fill development. To this end, the county should:**
a. **Make specific ~~((determinative))~~ findings to establish a nonarterial grid system for public and emergency access in developments at the time of land-use permit review.**
b. **~~((Encourage))~~Require new commercial, multifamily, and ~~((single-family))~~residential ((developments)) subdivisions to develop highly connective street networks to promote better accessibility ~~((by all modes. The use of cul-de-sacs should be discouraged, but where they are used, they should include pedestrian pathways to connect nearby streets))~~and eliminate or minimize the use of cul-de-sacs.**

[Moved and amended from Section III.A.]

T-308 **Development proposals should extend the public road system through dedication when the extension is in the public interest~~((and is reasonably necessary as a result of the impacts of the development))~~. ~~((The impacts-))~~Conditions that may warrant such an extension include, but are not limited to, impacts on neighborhood circulation, increases in the use of arterials for local vehicular trips, ~~((the))~~reductions in traffic safety through uncoordinated and/or inadequately spaced street access to arterials, and restrictions on the availability of alternative emergency access routes.**

[Moved and amended from Section III.A.]

T-310 **As mitigation for the impacts of new development and as a condition of ((new))development approval, the county ~~((should))~~shall require the improvement of existing offsite roadways and undeveloped road rights-of-way, and/or other strategies to reduce demand on roads~~((when the improvement or strategy is reasonably necessary as a result of the impacts of the development))~~. ~~((The impacts))~~Impacts that may warrant such mitigation include, but are not limited to, those that create safety concerns, raise road operational issues or increase the number of residences served by a single access route.**

[Moved and amended from Section III.A.]

T-216a **The county shall implement a system that establishes fees needed to mitigate the growth-related transportation impacts of new development. The fees will be used to pay a development's proportionate share of transportation capital projects needed to support growth including, but not limited to, road, transit, and nonmotorized facilities. Such fees are in addition to any requirements established for transportation services and facilities needed solely as a result of the development.**

III. Transportation System Planning and Design

~~((A.))~~ **Arterials and Streets**

~~((King County designs, builds, operates and maintains roads, bridges and pathways in unincorporated areas of King County. The goal is to make the county's transportation system safe and efficient for all uses and modes of travel. King County's arterial system represents a broad range of mobility options. In the past, the arterial system has been characterized as the system for moving cars and other vehicles. The arterial system should be viewed as a resource for moving people and goods by many modes of transportation, including autos, carpools, buses, bicycles, pedestrians, and trucks.))~~

[Moved and amended in Section III.B.]

King County operates, maintains and improves transportation networks and systems that support many modes and users. King County recognizes that a transportation system that provides mobility choices is a better system. Such a system helps achieve goals related to reducing air pollution and greenhouse gas emissions and encouraging healthy lifestyles that increase physical activity through walking and bicycling. The policies in this section emphasize the connection between transportation and health as promoted in the county's HealthScape initiative.

Design and planning of these systems reinforce the character of the surrounding area. In the urban area, King County emphasizes system efficiency for all modes of travel. Urban arterials are designed to support higher land use densities, transit access, walking, and bicycling. Intelligent transportation systems coordinate and improve traffic signal synchronization to provide smooth traffic flow. This allows buses and cars to travel along arterials with the fewest stops at intersections while minimizing delay for traffic waiting on side streets. More transit service is provided in the urban area where higher population and employment densities can make the most use of that service.

In the rural area, King County emphasizes preservation, maintenance and safety rather than increased traffic capacity. Rural arterials reflect rural densities, resource access, and are generally less congested than urban arterials. Transit service for the rural area is provided mainly through park and ride service.

~~((B))~~**A. Public Transportation Strategies**

[Entire subsection moved and amended from Section III.B.]

King County's transit infrastructure and service investments are consistent with the capital and services strategies in the ~~((Six-Year Transit Development))~~Strategic Plan for Public Transportation and balance policy requirements, regional cooperation, funding constraints, and community needs.

T-312 King County should plan, design, and implement a system of services and facilities that supports integration of regional and local services and that facilitates access to the system for pedestrian, bicyclists, transit collection/distribution services, and persons with disabilities, thereby providing a viable and interconnected network that is an alternative to auto ~~((usage))~~use.

T-313 King County should support local and regional growth management plans and policies. King County should work with other jurisdictions to focus new and existing services and facilities to support targeted land use concentrations identified in local comprehensive and regional plans and within the Urban Growth Area of King County.

- T-314 King County should adopt transit supportive policies assigning highest priority to serving urban centers and manufacturing centers with transit service, including transit priorities on arterial streets jointly designated for transit priority by the county, cities, and the Washington State Department of Transportation.
- T-315 King County should use a community-based planning process when working with cities and unincorporated area communities to develop effective transit services including consideration of local circulation needs, feeder bus service, fixed and nonfixed routes, and various coach sizes appropriate to the neighborhood scale and market.
- T-316 High-Capacity Transit facilities and services ~~((which))~~that are consistent with, and supportive of, the comprehensive plan should be supported and implemented.

~~((A))~~B. Arterials and Streets

[Entire subsection moved and amended from Section III.A.]

King County designs, builds, operates and maintains roads, bridges and pathways in unincorporated areas of King County. The goal is to make the county's transportation system safe and efficient for all ~~((uses))~~users and modes of travel. King County's arterial system represents a broad range of mobility options. ~~((In the past, the arterial system has been characterized as the system for moving cars and other vehicles.))~~The arterial system ~~((should be viewed as))~~is a resource for moving people and goods by many modes of transportation, including autos, carpools, buses, bicycles, pedestrians, and trucks.

- T-301 The most cost-effective ~~((improvement-))~~transportation improvements addressing existing and projected future needs should be considered and implemented first~~((to solve existing and future deficiencies before higher cost, capital-intensive projects are considered))~~. Efficiency ~~((improvements))~~projects, such as signal timing, that ~~((supporting))~~support transit and other high-occupancy-vehicles (HOV) operations ~~((and transit operations on existing roads))~~ should be ~~((a higher priority than))~~ given priority over general capacity improvements ~~((enhancing single-occupant-vehicle (SOV) travel))~~.

- T-206 ~~((The transportation system in the Rural Area and Natural Resource Lands should be consistent with their rural/resource character.))~~Projects in the Rural Area will be prioritized to address safety~~((,))~~ and operations. Projects that address ~~((and capacity improvements that correct))~~ existing ~~((deficiencies))~~capacity needs in urban unincorporated King County ~~((or serve development that is already in the permitting process))~~shall be given priority consideration.

[Moved and amended from Section II.A.]

- ~~((T-302 — Transportation improvements should be designed, built, and operated to minimize air, water and noise pollution and the disruption of natural surface water drainage in compliance with provisions and requirements of applicable federal, state and local environmental regulations. Natural and historic resource protection should also be considered. Particular care should be taken to minimize impacts where the location of such facilities could increase the pressure for development in sensitive areas or rural or resource lands.))~~

[Moved to Section III.G.]

- ~~((T-303 — Needed rights-of-way, strategies to reduce demand and off-site improvements should be identified and required as conditions of development approval to the extent that such conditions are directly related to impact mitigation and will benefit the development.))~~

[Moved to II.E.]

T-304 King County's road design and construction standards shall promote safe, cost-effective roads that encourage multimodal use, reflect the different needs and service levels for the Urban Growth Area and Rural Area, responding to the different needs for areawide mobility and access to abutting properties.

T-305 Roadway safety improvements ~~((increase the safety of the traveling public by reducing))~~ reduce the number and severity of ~~((accidents,))~~ collisions by providing refuge for pedestrians and bicyclists, providing positive traffic control, ~~((minimizing driver decisions,))~~ reducing hazardous roadway conditions, and reducing unexpected situations. Improvements of this type include, but are not limited to, pathways, traffic signals, roundabouts, turn and merge lanes, provisions for sight lines, and removal of roadside obstacles~~((, and))~~. In addition, safety improvements shall be considered that ~~((to))~~ lessen the likelihood and impacts of flooding.

T-306 Appropriate neighborhood traffic control measures~~((, land use, zoning, design))~~ and ~~((road standards and development conditions))~~ the King County Road Design and Construction Standards should be used along with zoning and development conditions to improve safety, transit access and nonmotorized travel in residential neighborhoods.

~~((T-307 King County should encourage the development of highly connective, grid-based arterial and nonarterial road networks in new developments and areas of in-fill development. To this end, the county should:~~
a. ~~Make specific determinative findings to establish nonarterial grid system routes needed for public and emergency access in in-fill developments at the time of land-use permit review.~~
b. ~~Encourage new commercial, multifamily, and single-family residential developments to develop highly connective street networks to promote better accessibility by all modes. The use of cul-de-sacs should be discouraged, but where they are used, they should include pedestrian pathways to connect with nearby streets.))~~

[Moved and amended in Section II.E.]

~~((T-308 Development proposals should extend the public road system through dedication when the extension is in the public interest and is reasonably necessary as a result of the impacts of the development. The impacts that may warrant such an extension include, but are not limited to, impacts on neighborhood circulation, increases in the use of arterials for local vehicular trips, the reductions in traffic safety through uncoordinated and/or inadequately spaced street access to the arterials, and restrictions on the availability of alternative emergency access routes.))~~

[Moved to Section II.E.]

T-309 To facilitate the establishment of a safe and efficient traffic circulation network reflecting all transportation modes and to retain the availability of access to adjacent properties, ((The))the county ((should limit the))shall review and comment on the appropriate placement of new, or major modified facilities or physical barriers~~((and improvements))~~, such as buildings, utilities, and surface water management facilities ~~((within specific areas of a development in order to allow for future construction of roads to facilitate the establishment of a safe and efficient circulation network, or to retain the availability of access to an adjacent property))~~in or adjacent to road rights of way.

~~((T-310 As a condition of the approval of new development, the county should require the improvement of existing offsite roadways and undeveloped road rights-of-way,~~

~~and/or other strategies to reduce demand on roads when the improvement or strategy is reasonably necessary as a result of the impacts of the development. The impacts that may warrant such improvements include, but are not limited to, those that create safety concerns, raise road operational issues or increase the number of residences served by a single access route.))~~

[Moved and amended in Section II.E.]

~~((T-311 — Arterial Functional Classification should be implemented through the King County Road Design and Construction Standards. The comprehensive plan's Urban Growth Area boundary should provide the distinction between urban and rural arterials.))~~

[Moved to Section VI]

~~((B. — Public Transportation Strategies~~

[Entire subsection moved and amended in Section III.A.]

King County's transit infrastructure and service investments are consistent with the capital and services strategies in the Six-Year Transit Development Plan and balance policy requirements, regional cooperation, funding constraints, and community needs.

~~T-312 — King County should plan, design, and implement a system of services and facilities that supports integration of regional and local services and that facilitates access to the system for pedestrian, bicyclists, transit collection/distribution services, and persons with disabilities, thereby providing a viable and interconnected network that is an alternative to auto usage.~~

~~T-313 — King County should support local and regional growth management plans and policies. King County should work with other jurisdictions to focus new and existing services and facilities to support targeted land use concentrations identified in local comprehensive and regional plans and within the Urban Growth Area of King County.~~

~~T-314 — King County should adopt transit supportive policies assigning highest priority to serving urban centers and manufacturing centers with transit service, including transit priorities on arterial streets jointly designated for transit priority by the county, cities, and the Washington State Department of Transportation.~~

~~T-315 — King County should use a community-based planning process when working with cities and unincorporated area communities to develop effective transit services including consideration of local circulation needs, feeder bus service, fixed and nonfixed routes, and various coach sizes appropriate to the neighborhood scale and market.~~

~~T-316 — High-Capacity Transit facilities and services which are consistent with, and supportive of, the comprehensive plan should be supported and implemented.))~~

C. Nonmotorized ((Transportation))Program

~~((The n))Nonmotorized transportation((program)) is ((an))essential ((element of))to King County's multimodal transportation system and services. The Bicycle and Pedestrian Component of the comprehensive plan is included in the nonmotorized transportation policies and in the TNR and CIP. King County plans and programs resources in support of this component including, but are not limited to, the following:~~

- ~~• King County Bicycling Guidemap – an informational pamphlet and map to assist bicyclists in navigating safely around King County~~

- Bus Bike Rack and Bike Locker programs – efforts to facilitate bike/bus travel through provision of racks on buses and lockers at park and ride lots, employment sites and other locations that ease travel by bike and bus
- Pedestrian Safety and Mobility Program – an effort to address deficiencies and missing links that exist in roadside pedestrian facilities in order to safely accommodate pedestrians
- School Pathways Program – an effort to identify student travel paths and address safety concerns
- Neighborhood Traffic Safety Program – an effort to help local communities gather information on traffic problems, to educate residents about traffic safety issues, enforcement, and engineering options, and to work with neighborhoods to develop effective solutions
- Pedestrian, bicycle and equestrian needs recognized in the Transportation Needs Report (TNR) – an effort that moves nonmotorized needs into the capital improvement program for the county

Nonmotorized transportation users include pedestrians, bicyclists and, in some parts of the county, equestrians. While each group has different needs, they all rely on King County's road system and nonmotorized facilities for safe access and mobility. Nonmotorized facilities promote nonmotorized travel, which augments county efforts to affect climate change and create more walkable communities through HealthScape. ((Nonmotorized transportation users include pedestrians, bicyclists and, in some parts of the county, equestrians. While each group has different needs, they all rely on King County's road system and nonmotorized facilities for safe access.)) ((The nonmotorized transportation program is an essential element of King County's multimodal transportation system.)) In addition to meeting mobility goals, achieving greater transportation mode parity delivers other benefits. Nonmotorized facilities augment county efforts to better integrate public health with the recreational opportunities, support transit-oriented and pedestrian-oriented economic development and implement HealthScape findings. ((Trail networks, sidewalks, bike lanes, and other nonmotorized improvements encourage walking and cycling. They also improve access to transit stops, resulting in increased transit ridership and improving the quality of life in their communities.))

- T-317 ~~((Efforts should be made to improve.))~~The nonmotorized transportation system and associated services should be improved countywide to increase safety, public health, mobility and convenience for nonmotorized modes of travel. ~~((These efforts should emphasize the ability of nonmotorized modes to extend the efficiency of regional transit, promote personal mobility in a range of land use areas and expand the transportation alternatives available to the public to form a complete or connected network.))~~**
- T-318 King County ~~((should))~~shall evaluate and~~((implement))~~, where appropriate, implement nonmotorized transportation ~~((when general transportation improvements ((are made, including))in road construction, road reconstruction, ((and subdivision development))and development and construction of ((new-))transit ((systems))services and facilities.~~**
- T-319 New land use plans, subdivisions, and urban planned development proposals ~~((should include enhancements to))~~shall accommodate nonmotorized mobility within and access to ((surrounding areas)) nearby shopping parks, trails, schools and other public and private services and facilities.**
- T-320 King County ~~((design standards))~~Road Design and Construction Standards should allow flexibility in selecting, and the authority to require, design features that benefit nonmotorized safety and accessibility.**
- T-321 ~~((Unused rights-of-way should be considered for development as pedestrian, bicycle, equestrian or accessible connections.))~~Proposals to vacate rights of way shall be evaluated on the potential of the right of way to serve existing or potential**

nonmotorized needs. Where such needs are identified, the right of way shall not be vacated.

- T-322 ~~King County ((should))shall seek to improve bicycle and pedestrian safety both within residential areas and ((at))along arterials ((near pedestrian activity centers such as schools, retail centers, concentrations of housing, transit facilities and trails. Within residential areas, King County shall offer a comprehensive package of neighborhood traffic services to unincorporated area residents and, on a contract basis, to local jurisdictions. Pedestrian safety-))where improvements would increase nonmotorized transportation choices, connect across gaps in existing nonmotorized facilities, or otherwise improve facilities for nonmotorized users. At a minimum, nonmotorized ((Pedestrian)-)safety improvements should include adequate signage, markings, and signalization ((where warranted)). ((To foster safe walking conditions for students, King County should continue the School Pathways Program.))~~
[Moved and amended from above]

T-322a To enhance and improve nonmotorized access to transit, King County should inventory and develop a plan to correct Americans with Disabilities Act deficiencies in corridors connecting to transit and school bus stops.

T-322b The County should identify key missing links in the arterial nonmotorized network and build facilities to complete the network.

T-322c King County should coordinate with bicycling, pedestrian and equestrian stakeholders and advocacy organizations to ensure that their input is included early in the planning and project design process for all non-motorized capital projects.

T-322d Criteria used to identify, plan, and program nonmotorized facilities shall give priority to projects that:

- Improve user safety
- Add connections to community resources such as parks, trails, and libraries
- Promote health
- Improve air quality
- Increase access to transit and services

D. Transportation Demand Management

[Except as noted, entire subsection moved and amended from Section I. D.]

To sustain and enhance regional mobility, King County should be a leader in implementing programs and land use measures that encourage people and businesses to reduce single occupant vehicle trips. Transportation Demand Management (TDM) covers a broad range of efforts to reduce single-occupant vehicle travel including telecommuting, congestion pricing, parking management, nonmotorized travel, site design standards, public information, ridesharing, public transportation, joint use of parking facilities, and park and ride and other intermodal transfer facilities. Transportation demand management contributes to successful implementation of new private and public development, concurrency, the regional arterial network, and other transit and road investments such as High Occupancy Toll (HOT) lanes, High Occupancy Vehicle (HOV) lanes, and Intelligent Traffic Systems (ITS).

One way to measure the effect of demand management efforts is mode split. "Mode split" means the share of total vehicle traffic by mode – bus, nonmotorized vehicle, carpool, single occupant vehicle, etc. - during a particular time period. Mode split varies by time of day, weekdays vs. weekend, and location. A higher mode split for non-single occupant vehicles, usually during weekday peak periods, means fewer vehicles are needed to carry a given number of people. Mode split is used as a measure of the efficiency of the transportation system.

[Moved and amended from Section II.D.]

Countywide Planning Policy T-10 calls for local jurisdictions to develop mode split goals to established employment centers. Unincorporated King County does not have any established employment centers although cities within King County served by Metro Transit do. ~~((As part of the Six-Year Transit Development Plan development, King County coordinates the establishment of mode split goals for cities within the county.))~~

[Moved and amended from Section II.D.]

The Metropolitan Transportation Plan provides policy guidance for determining mode split goals. This chapter is based on the mode split policy guidance provided by that plan.

[Moved from Section II.D.]

- T-115** **Transportation Demand Management (TDM) strategies should be used to promote travel efficiency and energy conservation and reduce the adverse environmental impacts of the transportation system. ~~((These strategies should include commute trip reduction, demand management and system management. TDM measures may include telecommuting, congestion pricing, parking management, nonmotorized travel, site design standards, public information, ridesharing, public transportation, joint use of parking facilities, and park and ride and other intermodal transfer facilities.))~~**
- T-116** **Transportation demand and system management strategies beyond those adopted as county regulation may be considered as one of a menu of measures to mitigate for traffic impacts of proposed development. Transportation demand and system management strategies, as well as other mitigation requirements may be imposed on new development as mandatory mitigation measures as necessary to meet the requirements for mitigation of impacts pursuant to the State Environmental Policy Act and the State Subdivision Act.**
- T-117** **Management of employee parking, such as discouraging free parking and the provision of preferred parking for high-occupancy vehicles and bicycle parking, should be used by employers, including King County, to support alternatives to commuting by single-occupant vehicles. Employers should consider the accessibility to adequate public transportation and high-occupancy vehicle facilities and services when developing site and parking plans. King County shall support regional policies that connect parking supply and management to targets for reducing SOV travel.**
- T-118** **King County should participate financially in efforts to implement Transportation Demand Management strategies, including policies developed through regional consensus and adopted by the county. To this end, the county shall identify funds to implement transportation demand management strategies, public education/information, research and planning.**
- T-217** **The county should pursue mode split goals through the implementation of policies that support transportation demand management, transit service improvements, and expansion of high-occupancy vehicle programs. The county should recognize and support efforts locally, regionally, and statewide to advance Transportation Demand Management technologies. The county will actively participate in developing and implementing state-mandated Growth and Transportation Efficiency Centers, as described in the state Commute Trip Reduction Law.**

[Moved from Section II.D.]

E. Transportation Pricing

King County supports transportation pricing as a way to better manage the transportation system. Pricing allows people to consider the true cost of a trip by implementing user fees, a more equitable method of paying for transportation investments. Transportation pricing meets multiple objectives of King County including, managing congestion, generating revenues for transportation investments, and reducing greenhouse gas emissions.

King County recognizes that the limited funding available for transportation will not be sufficient to keep up with increased travel demand, so mobility will increasingly depend on our willingness and ability to manage the transportation system to maximize its efficiency and effective capacity. Greenhouse gas emissions from transportation must be reduced and King County supports establishing an efficient distance-based pricing system for travel that reduces discretionary SOV trips. The long-term environmental cost of greenhouse gas emissions should be explicitly factored into the price-setting mechanism.

Technological advances in the area of electronic toll collection have made transportation pricing more feasible by facilitating variable pricing to manage congestion while eliminating the traffic bottlenecks and land requirements of toll plazas. The region will better address global warming by pricing the transportation system causing more commuters to use transit and encouraging people to consolidate trip purposes.

Transportation pricing strategies include:

- High occupancy toll (HOT) lanes, where single-occupant vehicles can pay to use HOV lanes when there is available capacity;
- Corridor tolling, such as traditional toll road or toll express lanes on individual facilities;
- Cordon tolling, where all drivers are charged a toll when entering an area, such as a downtown district;
- System-wide tolling, where fees are charged on all freeways and arterials based on actual road use.

T-119 King County ((should))will work with the Washington State Department of Transportation, Washington State Transportation Commission, Puget Sound Regional Council, and cities to develop and implement ((a regional policy on appropriate applications of-))transportation pricing strategies ((that reflect the higher costs of peak hour automobile usage))including system wide tolling, high occupancy toll (HOT) facilities, and cordon tolling to optimize system performance on freeways and arterials. Toll and HOT lane collection systems used in the region should be simple, unified, and interoperable and should avoid the use of tollbooths, whenever possible.

[Moved from Section I.D.]

T-119a King County should use transportation pricing strategies as a means to optimize transportation system performance, generate revenues and reduce greenhouse gas emissions.

T-119b Revenue from transportation pricing should be used to improve, preserve and operate the transportation system including transit and other multimodal investments.

T-119c King County will work with the Washington State Department of Transportation, Washington State Transportation Commission, Puget Sound Regional Council, and cities to advocate that transportation pricing be applied to any new limited access lanes.

((D)) F. Climate Change, Air Quality, and the Environment

Clean air contributes to the health of people, the ecosystem and the economy. Transportation is the primary source of air pollutants regionally. In addition to complying with state and federal regulations described below, the county is working to reduce transportation-related emissions through the policies and actions contained throughout this plan.

The Washington State Clean Air Conformity Act establishes guidelines and directives for implementing the federal Clean Air Act Amendments. The Washington Clear Air Conformity Act specifically links air quality conformity to growth management planning efforts at the local and regional level. The King County transportation system conforms to the federal and state Clean Air Acts by maintaining conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-420 of the Washington Administrative Code.

~~((The Washington Administrative Code states that local transportation plans shall include, "... policies and provisions that promote the reduction of criteria pollutants that exceed national ambient air quality standards." (WAC 173-420-080)))~~

~~Global climate~~Climate change ~~((continues to be a focus))~~is of increasing local concern. It is clear that greenhouse gas emissions from transportation sources are a significant contributing factor to global climate change. In addition to meeting its regulatory requirements, King County is committed to addressing climate change through its decisions and actions and encouraging others to act to reduce greenhouse gas emissions as well. ~~((Reducing greenhouse gas emissions from transportation sources is an important goal for King County.))~~

~~((The following policies have been developed to be consistent with and support the policies in Chapter 4, Section 1B of this Plan, "Air Quality and Forest/Tree Cover."))~~

Climate change is projected to increase the frequency of flood events in most of western Washington river basins. Increased flood frequency and intensity will increase public investment needed to ensure public safety and mobility particularly on the county road system. Climate change will affect the county's road and transit infrastructure. More storm events and increased temperatures will disrupt service and adversely affect customer comfort. Changes in precipitation patterns and sea levels may cause greater damage to roads, bridges and seawalls from erosion, landslides, and flooding.

~~((T-323 — The transportation system should conform to the federal and state Clean Air Acts by maintaining its conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-420 of the Washington Administrative Code.))~~

[Moved to text above.]

~~((T-324 — King County should work with the Puget Sound Regional Council, the State Department of Transportation, transit agencies and other jurisdictions in the development of Transportation Demand Management measures and other transportation and air quality programs where warranted. This work would address the requirements of the federal Clean Air Act as amended, the air quality provisions of the federal Transportation Equity Act for the 21st Century and the Washington State Clean Air Conformity Act and should include measures to address greenhouse gas emissions.))~~

~~((T-325 — King County should consider the following Transportation Demand Management strategies to reduce criteria pollutants and greenhouse gas emissions including, but not limited to: trip reduction strategies, transportation pricing controls, employer transportation management programs, work schedule changes, ridesharing programs, dedicated facilities for high-occupancy vehicles, traffic flow improvements, parking~~

~~management, bicycle and pedestrian programs, mixed use development, and car sharing programs.))~~

- T-302 Transportation improvements should be designed, built, and operated to minimize air, water and noise pollution and the disruption of natural surface water drainage in compliance with provisions and requirements of applicable federal, state and local environmental regulations. Natural and historic resource protection should also be considered. Particular care should be taken to minimize impacts where the location of such facilities could increase the pressure for development in sensitive areas or rural or resource lands.

[Moved from Section III.A.]

- T- 302a King County supports designing and building roads, bike lanes, pedestrian ways and trails within new developments in a way that minimizes pollution, provides opportunities for physical activity, promotes energy conservation, increases community cohesion, and preserves natural flora and wildlife habitat.

- T-302b Through its own actions and through regional partnerships, King County will promote strategies to reduce emissions from the transportation sector. The county will promote new vehicle technologies and fuels and strategies to reduce emissions, including land use changes, provision of transit, promotion of nonmotorized travel, and other actions to reduce vehicle travel. For example, King County will implement a “Pay-As-You-Drive” vehicle insurance demonstration project and expand it as additional funding becomes available.

- T-302c King County will be a leader in the use of transportation fuels and technologies that reduce operational greenhouse gas emissions from its fleets (both transit and non-transit) by buying hybrid-electric, electric and other clean transportation technologies, using clean fuels in its fleets, implementing demonstration projects that use alternative fuels, purchasing locally-produced energy sources when practical, seeking local and federal support to expand the use of alternative fuels, and promoting best practices, innovations, trends and developments in transportation fuels and technologies.

- T-302d The King County Department of Transportation will incorporate climate change impacts information into construction, operations, and maintenance of infrastructure projects. In the near term, the department will incorporate climate change into its planning and design documents. In the long term, the department will develop strategies to incorporate climate change response into the design and operations of its transportation structures and services.

- T-302e The King County Department of Transportation will develop methods to evaluate the climate change impacts of its actions and train staff to implement climate sensitive practices in its work.

IV. Finance

Achieving King County's transportation (~~vision depends~~)goals depends on adequate funding for transportation system and service needs. This section discusses the extent to which the transportation system and services can be funded within a reasonable revenue forecast and expenditure schedule. The Growth Management Act requires (~~that~~)the county to include an analysis of funding capabilities, a

multiyear financing plan based on needs, and a discussion of how to raise additional funds to build needed transportation projects, or to reassess growth and level-of-service standards to resolve ((a))potential funding ((shortfall for at least))shortfalls in a ten-year ((period))time frame. ((This section provides such information and discusses the extent to which the transportation facilities can be funded within a reasonable revenue forecast and expenditure schedule.)) This analysis is provided in the Transportation Needs Report and summarized below.

A. Road-Related Funding Capabilities~~((: Road-Related Sources))~~

King County receives road revenues from a variety of sources, including unincorporated King County property tax, federal and state grants, state gas tax, local taxes and road mitigation payments from private developments. A full description of transportation financing can be found in Chapter 3 of the March 2004 Roads Strategic Plan.

[Moved and amended from text below]

Financial viability to support transportation system and service capital needs is tested ((at two levels))over two time frames. ((Initially, a))A ((20))multi-year transportation plan ((is identified to meet transportation))identifies the improvements needed to support the land use vision of the comprehensive plan-((vision)). The ((20))multi-year plan provides ((for))an assessment of revenues projected from currently available resources and identifies reasonable options for securing additional revenues over the life of the plan. Secondly, the annual update of the ((Roads))roads ((capital improvement program))Capital Improvement Program ((preparation provides a six-year window review that.))examines the specifics of how to implement the financing plan over the next six years.

((King County receives road revenues from a variety of sources, including unincorporated King County property tax, federal and state grants, state gas tax, local taxes and road mitigation payments from private developments. A full description of transportation financing can be found in the Roads Strategic Plan.))

[Moved and amended in text above]

B. Revenue Shortfall

The state growth management act provides guidance for managing a revenue shortfall. ((Comparing the plan's future transportation needs with projections of revenue from current sources shows the total revenue shortfall over the 20-year planning horizon. As an example, priority for funding may be given only to only projects directly related to achieving the level-of-service standard, to projects that are related to providing capacity or to non-capacity projects.))

((The intent of this plan is not to demonstrate a dollar by dollar accounting of transportation needs and revenues. Rather, it is to demonstrate the reasonableness of the plan and its implementation and to show that the goals of growth management can be met. Other sections of this chapter describe how the transportation element addresses growth management goals for transportation and adequate facilities/services. The reasonableness of the plan's transportation element focuses on the shortfall and the potential for funding future needs.

Strategies to address the shortfall can range from reconsideration of the transportation needs to new revenue options to changes in levels-of-service to revisions of the land use policies. Decisions on what to do should be made based on monitoring implementation of this plan.)) The following actions can be used to balance the funding shortfall of the plan:

1. Reduce transportation funding needs((:
 - ~~Reevaluate the need for projects;~~
 - ~~Promote transportation demand management actions to reduce vehicle trips; and~~
 - ~~Rescope project needs and downsize where possible.~~
2. Develop new revenue options((:
 - ~~Increase revenues by using existing sources;~~

- ~~Participate in regional funding strategy development;~~
 - ~~Seek new or expanded revenue sources; and~~
 - ~~Public/private participation.))~~
3. Change level-of-service((:
- ~~Adjust the level of service standard to allow more growth;~~
 - ~~Adjust the level of service standard to allow more growth in selected areas only; and~~
 - ~~Adjust the level of service standard to discourage more growth.))~~
4. Change land use((:
- ~~Revise the land use plan to encourage/discourage growth in selective areas;~~
 - ~~Adjust the target forecast; and~~
 - ~~Delay development until facilities are adequate.))~~

T-105 King County should develop a long-range financial component that generally evaluates and describes funding sources and strategies to carry out the transportation element. An annual six-year financial plan should be prepared that considers transportation priorities and is used in developing the Capital Improvement Program.

[Moved from Section I.A]

T-401 Financial resources available for transportation improvements should support a program of capital facilities needed for a multimodal transportation system. ~~((The Transportation Priority Process should give priority to critical capacity projects needed to achieve level-of-service standards in the Urban Area.))~~

T-402 ~~((The essential))~~Essential maintenance, preservation, safety and operations costs of the transportation system should be funded prior to other costs for capital improvements so that existing investment is protected and current mobility is not degraded.

T-403 During annual review of the Comprehensive Plan, King County should consider and address any potential shortfalls ~~((that may))~~likely to occur between expected revenues and needed improvement costs. Such ~~((resolution))~~review could include a reassessment of land use, growth targets, LOS standards and revenue availability.

C. Urban Unincorporated Area Road Financing

Each area of unincorporated King County ~~((is unique-))~~differs from its counterparts.~~((in terms of its character, the))~~ Its character, the issues ~~((that))~~its residents care most about, and its specific road-related needs are unique. By targeting road capital funds toward each area's most pressing needs, the county can provide the greatest overall benefit for each public dollar spent. Project priorities differ depending on the urban or rural designation of the area. ~~((This prioritization process-))~~Setting priorities that recognize the special needs of each area is particularly important ~~((since current funding is))~~when inadequate to meet all needs and since road infrastructure is often an issue in annexation discussions.

~~((Road improvements essentially fall into three areas~~

- ~~1. **Operational and safety improvements** such as signals, turn lanes, lighting, and crosswalks improve system efficiency and safety. These improvements are needed throughout the urban unincorporated area.~~
- ~~2. **Urban retrofit improvements** reconstruct existing street systems to current urban road design standards (curb, gutter and sidewalk, enclosed drainage, and adequate surface water detention facilities) without adding more than a modest amount of additional capacity. Urban retrofit~~

improvements are especially needed in the West Hill and North Highline communities, where most neighborhoods were developed before current urban road design standards were established.

3. **Capacity improvements** build new roads or add two or more lanes to existing roads. These projects generally are needed in areas with significant congestion or that have greater potential for new development.))

The TNR lists needs under the following categories: ITS, Safety, Bridge, Reconstruction, Guardrail, Operational, Capacity, and Pedestrian. Equestrian needs are included as parts of other needs.

Continuation of funding for transportation projects that alleviate existing and projected ~~((deficiencies))~~needs is a high priority since all areas have ~~((existing))~~ capacity, operational, and safety deficiencies at one level or another.

T-404 King County's urban road investments shall address the unique needs of each unincorporated area and shall target ~~((the road deficiencies in each area that act as barriers to))~~projects that facilitate redevelopment, infill, ~~((redevelopment,))~~ annexation, and the achievement of growth targets.

~~((T-405~~ Projects addressing existing capacity, operational, and safety deficiencies shall have a high priority throughout the urban unincorporated area.))

T-406 When funding transportation projects in areas where annexations or incorporations are expected, the Department of Transportation should seek interlocal agreements with the affected cities and other service providers to provide opportunities for joint grant applications and cooperative funding of improvements.

V. Coordination and Public Outreach

~~((This chapter has been prepared in coordination with adjacent cities and counties to assess potential impacts on their jurisdictions. Citizen participation and coordination was also used to assist in the planning process and to reconcile any conflicts.))~~

All elements of the transportation system in this comprehensive plan update are planned and operated in coordination with the cities in and abutting King County, the adjoining counties, the Puget Sound Regional Council, the Port of Seattle, the transit agencies providing service in and connecting to King County, and the Washington State Department of Transportation. The public also was invited to review and comment on the plan. The following activities ~~((have supported))~~support the coordination process:

- Review by the transportation subarea boards;
- Review by the Unincorporated Area Councils (UACs);
- ~~((Development of the Regional Arterial Network;))~~
- The update of the ~~((Six Year Transit Development))~~Strategic Plan for Public Transportation;
- The statewide and countywide grant application process;
- The TNR and ~~((Capital Improvement Program (CIP))~~CIP coordination process; and
- Participation in the Puget Sound Regional Council, which ~~((enabling))~~enables King County to coordinate its transportation planning activities with other local and regional agencies' for the four central Puget Sound counties.

As a countywide transportation service provider, King County will maintain Metro Transit's public transportation services and work with Sound Transit and other transit agencies to provide seamless,

multimodal transit services. King County will cooperate with other local governments and the Washington State Department of Transportation to implement the Regional Arterial Network, improve freight mobility and carry out strategies to maintain the efficiency of freeways and arterials in the region.

[Moved from Section I.]

King County works with the Puget Sound Regional Council and its members to ensure that any regional projected aviation capacity problems and the air transportation needs of the region's residents and economy are addressed in a timely manner.

T-501 ~~((All elements of the transportation system should be planned and operated in coordination with the cities in and abutting King County, the adjoining counties, the Washington State Department of Transportation, the Port of Seattle, the transit agencies that provide service in and to the County, and the Puget Sound Regional Council.))~~ Prioritization of countywide facility improvements should be coordinated among jurisdictions to implement the countywide land use vision.

T-502 King County should work with the Puget Sound Regional Council and its members to ensure that any regional projected aviation capacity problems, and the air transportation needs of the region's residents and economy are addressed in a timely manner.

T-503 King County supports active management of freeways to optimize movement of people. High occupancy vehicle (HOV) or high occupancy toll (HOT) lanes should be managed to maintain a reliable speed advantage for transit, vanpools, and carpools. To this end, King County ((should support)) supports ((the)) completion of the designated freeway HOV lane and limited access highway system including direct access ramps.((Access to this HOV system should also be supported.))

T- 503a King County will work with the Washington State Department of Transportation, Washington State Transportation Commission, and cities to develop and implement transportation pricing strategies including system wide tolling, high occupancy tolled (HOT) facilities, and cordon tolling to optimize system performance on freeways and arterials. Toll and HOT lane collection systems used in the region should be simple and unified, and should avoid the use of tollbooths, whenever possible.

T-503b King County shall advocate that transportation pricing be applied to any new limited access lane.

T-503c King County should work with other jurisdictions to coordinate planning and implementation of transportation improvements on corridors passing through or otherwise affecting parts of unincorporated King County. This work shall include timely outreach to unincorporated area councils, subarea forums and the general public and support of such efforts by other agencies.

T-120 King County should work with the cities and other affected agencies to develop a regional parking strategy. This strategy should be consistent with regional and local transportation plans. King County should encourage shared parking facilities in areas where high-density, mixed-use development is planned and where walking is convenient for short trips. This strategy should include establishing minimum and maximum parking ratios.

[Moved from Section I.D.]

T-102 ~~((In addition to involving the general public,))~~ Updates to the transportation plans ~~((including any update to the))~~ and Roads Strategic Plan shall ~~((be completed with timely))~~ involve input from the general public, unincorporated area councils, the subarea transportation forums, ~~((among other bodies-))~~ and other appropriate forums.

[Moved and amended from Section I.A.]

T-208 King County recognizes the impact to rural area mobility caused by urban connector arterials that traverse the rural area, and should work with state and federal agencies to mitigate these impacts when consistent with adopted transportation policy.

[Moved from Section II.A.]

VI. Implementation and Monitoring

~~((The balance between))~~ Balancing land use, transportation systems and services, and funding is critical to achieving the goals of this chapter. The ~~((Transportation Chapter-))~~ transportation chapter ~~((will be-))~~ is implemented through the funding of planned transportation improvements and strategies from available resources and by the management and monitoring of the system to ensure there are adequate facilities to support growth. Road needs will be prioritized through updates to the Roads Strategic Plan and the Transportation Needs Report. High-priority projects ~~((will be))~~ are programmed for funding in the Capital Improvement Program. Transit projects ~~((will be))~~ are implemented as the needed revenues become available, ~~((and))~~ in coordination with other related improvements and service development needs as described in transit planning and budget documents.

The ~~((annual Capital Improvement Program))~~ CIP and Financial Plan ~~((will))~~ must be consistent with the comprehensive plan and ~~((will))~~ consider the current performance of the transportation system, concurrency needs of planned developments, priority projects, phased implementation of improvements and other related factors. Revenues from all sources, including Mitigation Payment System fees, ~~((will be))~~ are programmed to appropriate projects.

Concurrency ~~((will be))~~ is maintained through the ~~((development and use of the))~~ Transportation Concurrency Management Program, which ~~((to help))~~ helps manage development and ~~((achievement of))~~ achieve the ~~((level of service))~~ LOS standards adopted in the comprehensive plan.

Specific system performance ~~((will be))~~ is monitored through periodic traffic counts, speed and delay studies, travel time observations for autos and buses and by computer simulation of travel network characteristics. Information on system performance will be shared with other transportation agencies in the county and with the Washington State Department of Transportation. If performance deteriorates below adopted standards, ~~((then))~~ the comprehensive plan will be amended to include improvements needed to restore ~~((level of service))~~ LOS standards, or a reassessment of standards, funding and growth will be considered.

~~((T-601 — King County should maintain an inventory of its transportation facilities and services to support its management of the system and to monitor system performance.))~~

~~((T-602 — King County shall periodically evaluate transportation components of the comprehensive plan and shall recommend actions that ensure implementation of the comprehensive plan vision.))~~

~~((T-603 — King County shall monitor and establish benchmarks to assess regional transportation system performance and implementation of the comprehensive plan. To accomplish this task King County should develop travel forecasts and maintain a Geographic Information System and databases. The data shall include existing and forecast regional population, employment, development and transportation information. The county, in cooperation with other jurisdictions, should produce reports on traffic and transportation activities. Such reports should highlight performance characteristics and identify the deficiencies, problems of safety and operations and areas not in compliance with level of service standards.))~~

T-311 Arterial Functional Classification should be implemented through the King County Road Design and Construction Standards. The comprehensive plan's Urban Growth Area boundary should provide the distinction between urban and rural arterials.
[Moved from Section III.A.]

VII. TRANSPORTATION ELEMENT: REQUIREMENTS AND COMPONENTS

[Entire section moved and amended into introductory text in Subsection B]

~~((Specific requirements for the transportation element are found at RCW 36.70A.070(6)(a). The following sections describe how the transportation element of the King County Comprehensive Plan meets these requirements.~~

A. Land Use Assumptions

~~The transportation element uses the same growth targets as the entire comprehensive plan. These targets are provided in Chapter Two of the Plan.~~

~~These regionally adopted growth targets have been used in developing the travel demand forecasts for the comprehensive plan and in the development of the Transportation Needs Report. The Six-Year Roads Capital Improvement Program is derived from the Transportation Needs Report. This links the transportation plan with growth targets for households and employment.~~

B. Estimated Traffic Impacts to State-Owned Facilities

~~Both the King County Comprehensive Plan and the analysis conducted for the Transportation Concurrency Management program include state facilities. Both use standard transportation analysis techniques.~~

C. An Inventory of Transportation Facilities and Services

~~The inventory is provided in Appendix C. As required by growth management legislation, it includes air, water, and ground transportation facilities and services as well as transit alignments and general aviation airport facilities. It includes both county owned and state owned transportation facilities within the county's boundaries.~~

D. Level of Service Standards Including Standards for State Routes

~~King County has adopted urban and rural area level of service standards for its Transportation Concurrency Management Program. The standards consist of Transportation Adequacy Measure (TAM) and Travel Time measures to determine if proposed nonresidential developments and concurrency zones for proposed residential developments meet these standards. The TAM is used to judge the performance~~

~~of the county's road system. Travel time is used to judge the performance of monitored corridors and critical road segments within the monitored corridors.~~

~~State routes, except for highways of statewide significance and state routes with HOV lanes, are included in the TAM calculation. Portions of six state routes that are regionally significant state highways are included in the county's list of monitored corridors~~

~~E. Actions to Bring Facilities into Compliance~~

~~King County's traffic impact analyses and other planning processes have identified needed projects. These projects are listed in the Transportation Needs Report that is adopted by reference along with the KCCP. The Roads Strategic Plan and the six-year Capital Improvement Program identify specific projects, strategies, and actions to address transportation needs.~~

~~F. Traffic Forecasts for at Least Ten Years~~

~~Travel forecasts were developed for the year 2022. See Section II and Appendix C for more information on forecasts.~~

~~G. State and Local Transportation Needs to Meet Current and Future Demands~~

~~King County will be in compliance with this new GMA requirement by the December 31, 2000, deadline. The Transportation Needs Report six-year roads and transit development plans and capital improvement programs are the elements of the King County Comprehensive Plan that address the GMA requirement of identifying state and local system needs to meet current and future demand.~~

~~H. Analysis of Funding Capability~~

~~A financial analysis is included in the Transportation Needs Report which is adopted as an element of the plan. More information on the financial analysis is provided in Section IV of this chapter of the KCCP.~~

~~I. Intergovernmental Coordination~~

~~See Section V for a discussion of coordination.~~

~~J. Concurrency~~

~~The concurrency program is described in Section II E of this plan.~~

~~K. Consistency of Plans~~

~~The comprehensive plan is consistent with the Metropolitan Transportation Plan, the regional transportation plan for the four-county region. The Puget Sound Regional Council reviews the plan for consistency and has previously certified the King County Comprehensive Plan and also its amendments. In addition the comprehensive plan policies have been reviewed by other jurisdictions within King County.~~

~~The comprehensive plan provides policy direction for the development of the county's 6-year functional plans.))~~